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ENDURANCE OF
AFRICAN BOER

LIKE THE AMERICAN APACHE

Can Live on Rations Which Ordinary Trooper Would Not Endure—Is a Good Fighter.

The South African Boer much resembles our American Apache in his ability to live on the shadow of things when in the field. The Apache has so studied the scant resources of New Mexico and Arizona that when on the war path or pursued he is able to sustain life on what would seem to others as a mere nothing. Hence his ability to make extraordinary marches; to be here today and 200 miles away tomorrow. A writer of South Africa, in a contribution to a London paper, calls attention to the ability of the Boer to live on rations which an ordinary trooper would not endure and his capacity to travel great distances with horse in an incredibly short time. If he is to fight the Englishman these qualities will stand him in good stead. It is by no means certain that England in the end will be unwilling to make another treaty of 1881.

The Boer knows every road and trail of the Transvaal; as a hunter he knows the devious ways of the wastes beyond. He is an agriculturist and a hunter. By the law of self-preservation he has learned the wily ways of the black men whom he displaced in the Transvaal. The secret recesses of the mountains are at his command. As a horseman he much resembles our American cowboy. He can ride on top of the saddle, or over his horse's neck, or Cossack fashion, with one foot in the stirrup, one leg on the saddle and his head and shoulders on the ground. His horse is part of his family life. The beasts are very hardy, sure-footed and affectionate. Then, too, this Boer is a rifle shot of wonderful skill. When he was but a boy in short breeches the rifle was placed in his hands and he was made eager to be the crack shot of his community. He is inured to the hardships of the mountains, to long horseback journeys, scant allowances of food, tracks on which the water supply is scarce.

In the campaign of 1881 against the English the Boer took good care that his forces never faced the enemy in the open field. He never offered open engagement. He chose his eyrie in the mountain gorges, and from that vantage point he picked off the foe at his will. Even when he assaulted Majuba Hill he came up rock by rock,

squirming like a snake, twisting in and out and not firing until he had a mark to hit.

What success English troops, unacquainted with this country, are to have with him is a question to be settled in the future. There appears to be much reason in the assertion that if England declares war the blacks of South Africa will rise with the Boer and precipitate a conflict that may be a decade in ending.

England has 119,139 square miles of territory to conquer in the Transvaal. The white population is 250,000 and the native population (the blacks) 425,000. The area of the Orange Free State, which is expected to favor the Boers of the Transvaal, is 48,000 square miles. The white population of this is 78,000, and there are 130,000 natives in the state. The white and native population combined of the two republics is nearly 1,000,000 people, of whom more than one-half are men.

At the present time the Boer has control of the water supply and food depots of the Transvaal. He has also control of the bridges and the west end of the railroad tunnel through the mountains at Majuba Hill. If the English troops get west of the Drakenberg mountains and into the Transvaal the Boer has thousands of miles of territory beyond into which he can retreat. He is in position, if he does not risk all on a single open engagement, to keep England in pursuit of him through central Africa for a great many years to come, so President Kruger thinks.

Conditions of warfare have changed since 1881, but the Transvaal territory has not changed, with the exception of the construction of the mentioned railroad tunnel through the Majuba Hill range.

An English correspondent who went through the 1881 campaign wrote at that time of the fighting qualities of the Boer:

"We never are able to see our enemy. Except before the fight at Majuba Hill, I never saw but a handful of them at any time. And when they thought we noticed them they and their horses disappeared as if swallowed up by the earth. I think we all feel that they can shoot. Our losses at Hatley and Laing's Nek showed that. We were very much in the open, but not a blessed Boer was to be seen. But every once in a while there was the crack of a rifle, and then one of our poor boys would go over, the line would close up and we would begin chasing again for the enemy we could never find. I was taken prisoner just after General Colley was killed, and I can say that I could not have been treated better by any people. They were kind to our wounded, did not molest the dead or insult us of the living. I think they are a very brave people, and, as for fighting, they seem to know just as much about it as we do."

Whatever the position assumed by the Boers in the present trouble, they took high ground at Majuba Hill.

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Continued from page 6.

is the wish of every true sportsman in America that the best yacht may be the Columbia.

The Pullman Palace Car Company having failed to schedule any personal property for taxation, the board of assessors put it at \$1,500,000. The board of review has raised it to \$3,900,000, and in addition to this the company will have to pay the state of Illinois a tax on the capitalization.

Dr. J. B. Hubbell, representative of the Red Cross Society in Havana, has found that a former agent of the society named Solloso, who has refused to give up certain Red Cross stores, has been using them to fatten his pigs with. The fattening foods consisted of French soups and dried apples and apricots.

The Americans in Guatemala are naturally incensed at the interference of President Cabrera in the matter of their petition to Secretary Hay asking for the removal of Minister Hunter, whom they accuse of neglecting American interests. The petition has not yet been forwarded. It already contains 267 signatures, and is being added to daily.

German Lutheran ministers in conference in Chicago have decided that life insurance is wrong in all its forms, because money obtained through it "is obtained by good luck or a species of a game of chance; life insurance is against the First Commandment, because it takes a man's trust from God and places it on the insurance company; it is against the Eighth Commandment, because by it the beneficiary gets something not paid for by him. Therefore it is stolen, and it is against the Tenth Commandment because the person who invests in life insurance is taught to covet something not his own." The average policy holder and premium payer will not agree with these views.

ASTORIA AND COLUMBIA
RIVER RAILROAD.

Leave. PORTLAND. Arrive.
8:00 a. m. Portland Union Depot. 11:15 a. m.
7:00 p. m. for Astoria and intermediate points.
mediate points.

ASTORIA.
7:45 a. m. For Portland & intermediate points.
11:30 a. m.
6:10 p. m. intermediate points. 10:20 p. m.

SEASIDE DIVISION.
p. m. a. m.
5:00 11:30 Lv. Astoria. Ar. 7:40 4:00
5:20 11:50 Ar. Warrenton. Lv. 7:20 3:30
6:00 12:10 Lv. Warrenton. Ar. 8:10 3:10
6:20 1:00 Ar. Seaside. Lv. 6:10 2:30

SPECIAL SEASIDE SUNDAY TRAIN
Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m.

Passengers may return on any train shown on schedule on same date.

ALL TRAINS to and from Seaside run of Flavel and Hammond via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points.

At Portland with all trains leaving Union depot.

At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points.

THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, and Eastern and European points.

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